

§ 23.363

(2) 1.33 for engines with five or more cylinders; and

(3) Two, three, or four, for engines with four, three, or two cylinders, respectively.

[Amdt. 23-26, 45 FR 60171, Sept. 11, 1980, as amended by Amdt. 23-45, 58 FR 42160, Aug. 6, 1993]

§ 23.363 Side load on engine mount.

(a) Each engine mount and its supporting structure must be designed for a limit load factor in a lateral direction, for the side load on the engine mount, of not less than—

(1) 1.33, or

(2) One-third of the limit load factor for flight condition A.

(b) The side load prescribed in paragraph (a) of this section may be assumed to be independent of other flight conditions.

§ 23.365 Pressurized cabin loads.

For each pressurized compartment, the following apply:

(a) The airplane structure must be strong enough to withstand the flight loads combined with pressure differential loads from zero up to the maximum relief valve setting.

(b) The external pressure distribution in flight, and any stress concentrations, must be accounted for.

(c) If landings may be made with the cabin pressurized, landing loads must be combined with pressure differential loads from zero up to the maximum allowed during landing.

(d) The airplane structure must be strong enough to withstand the pressure differential loads corresponding to the maximum relief valve setting multiplied by a factor of 1.33, omitting other loads.

(e) If a pressurized cabin has two or more compartments separated by bulkheads or a floor, the primary structure must be designed for the effects of sudden release of pressure in any compartment with external doors or windows. This condition must be investigated for the effects of failure of the largest opening in the compartment. The effects of intercompartmental venting may be considered.

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§ 23.367 Unsymmetrical loads due to engine failure.

(a) Turbopropeller airplanes must be designed for the unsymmetrical loads resulting from the failure of the critical engine including the following conditions in combination with a single malfunction of the propeller drag limiting system, considering the probable pilot corrective action on the flight controls:

(1) At speeds between V_{MC} and V_D , the loads resulting from power failure because of fuel flow interruption are considered to be limit loads.

(2) At speeds between V_{MC} and V_C , the loads resulting from the disconnection of the engine compressor from the turbine or from loss of the turbine blades are considered to be ultimate loads.

(3) The time history of the thrust decay and drag buildup occurring as a result of the prescribed engine failures must be substantiated by test or other data applicable to the particular engine-propeller combination.

(4) The timing and magnitude of the probable pilot corrective action must be conservatively estimated, considering the characteristics of the particular engine-propeller-airplane combination.

(b) Pilot corrective action may be assumed to be initiated at the time maximum yawing velocity is reached, but not earlier than 2 seconds after the engine failure. The magnitude of the corrective action may be based on the limit pilot forces specified in § 23.397 except that lower forces may be assumed where it is shown by analysis or test that these forces can control the yaw and roll resulting from the prescribed engine failure conditions.

[Amdt. 23-7, 34 FR 13089, Aug. 13, 1969]

§ 23.369 Rear lift truss.

(a) If a rear lift truss is used, it must be designed to withstand conditions of reversed airflow at a design speed of—

$V = 8.7 \sqrt{(W/S)} + 8.7$ (knots), where W/S = wing loading at design maximum takeoff weight.

(b) Either aerodynamic data for the particular wing section used, or a value of C_L equalling -0.8 with a chordwise distribution that is triangular between